

Catch Can Installation on a C6 LS2 – Compliments of Corvette Forum member *Papester*.

Well I finally dedicated some time to install my **Elite Engineering's PCV Oil Catch Can** on my 2007 Corvette. I have used other Elite Engineering products and as expected, their Catch Can is made to the same high quality. I choose the black anodized finish since it best matched the engine parts that were also black.

I'm not going to go into the details of the function or why one should be installed, that has been covered in other post.

Some of the parts from Elite Engineering



www.EliteEngineeringUSA.com

Elite Engineering also supplies the required hose material for the installation.

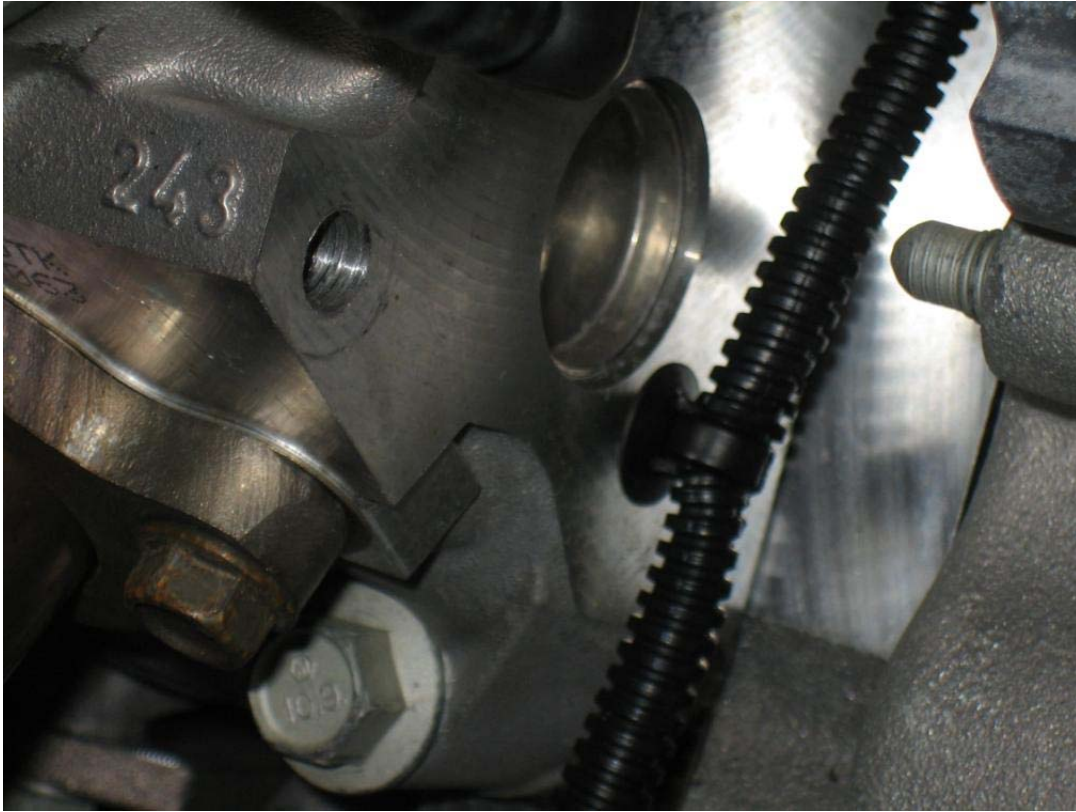
Now comes the time to show the location where the Catch Can will be installed.

Location on Passenger side head where the catch Can will be mounted

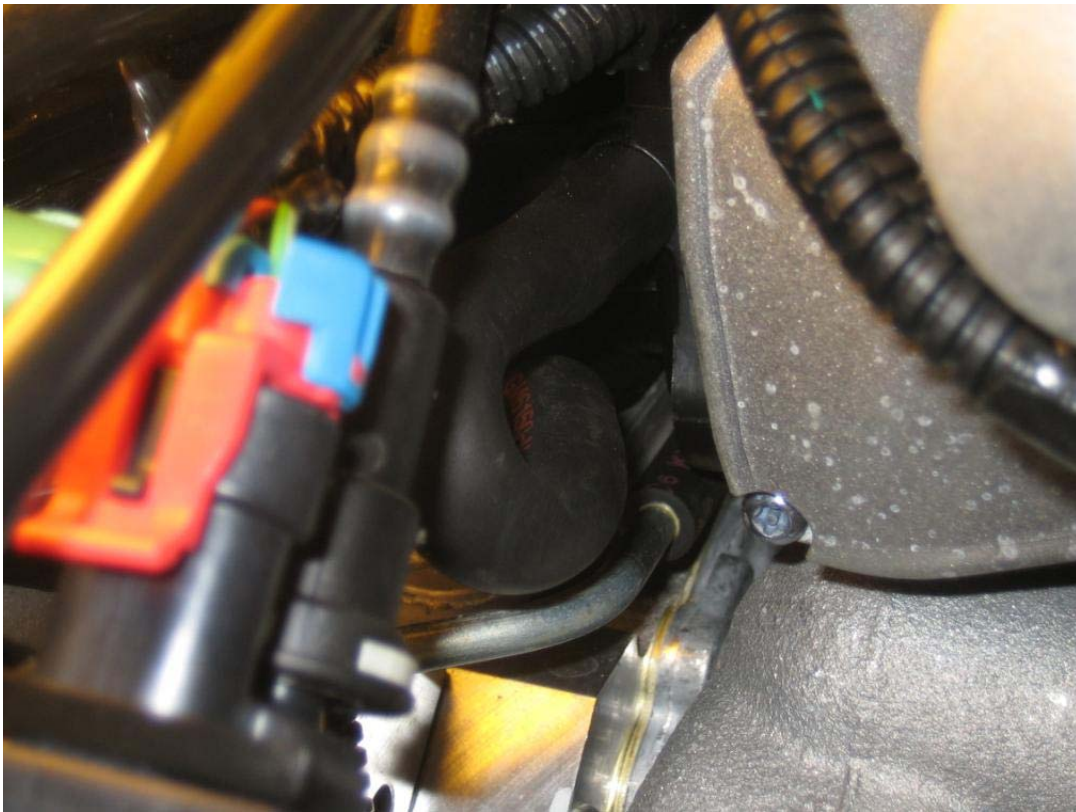


You will notice in the above photo that there are two holes in the front of the passenger

side head, one has a wire loom support and the second one is open. I moved the wire loom support from the first hole in the head and moved it to the second hole. Here is a picture of the new configuration.



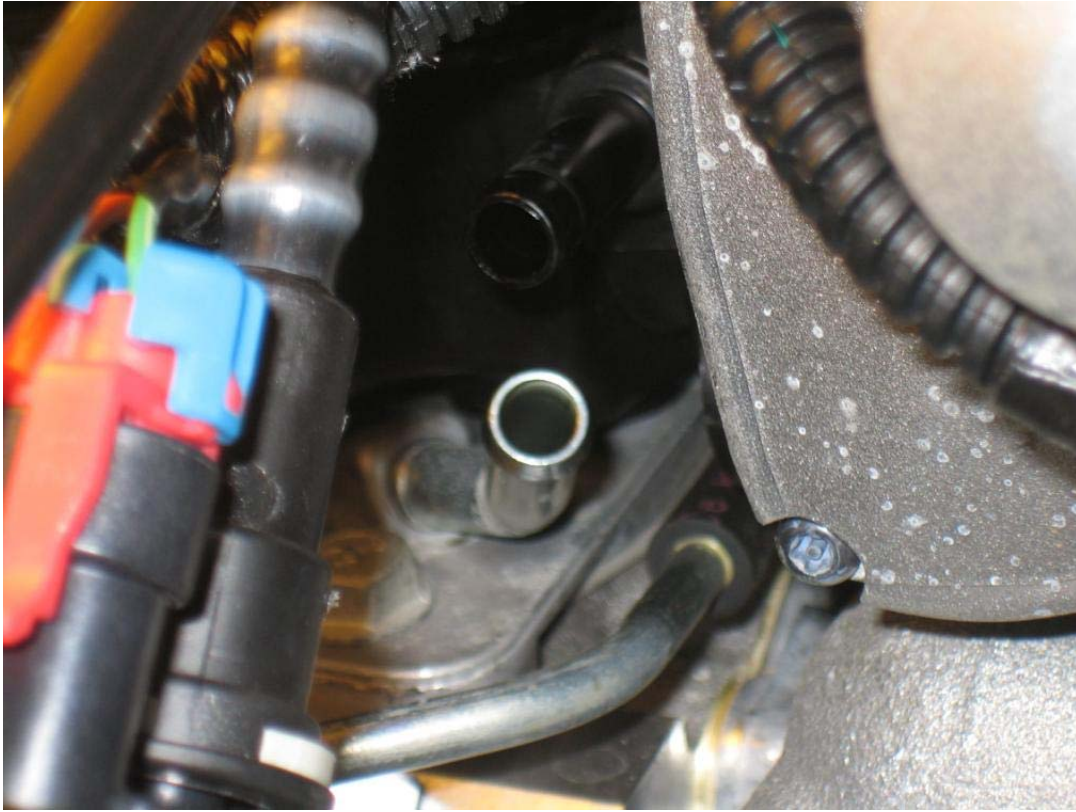
Next I located the factory PCV hose that needs to be removed for the installation. It is located behind the throttle body and is a molded hose in the shape of a "u". Here is a picture for reference.



and what it looks like when removed.



Once the molded hose is removed, you can see the two ports on the LS2 that the catch can connects to.



As you can see above, the silver port that goes into the valley cover is the PCV "source" for the catch can, and the black port above it is the "return" to the throttle body from the catch can.

Next comes the mounting of the Catch Can to the LS2 head. using the supplied bracket, spacer, washer and bolt, the Catch Can gets mounted as shown below.



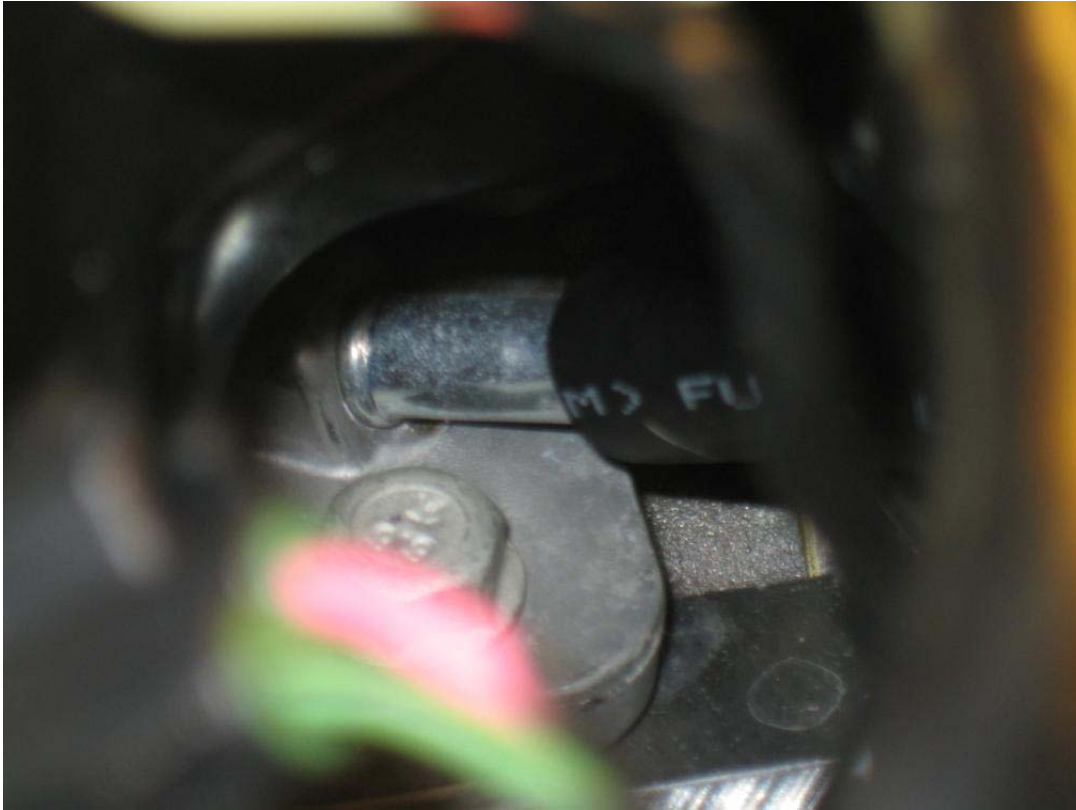
Here is a close-up of the bolt, washer, bracket and spacer. The spacer has what I will call a stand-off on one end that fits into the milled slot on the bracket.



Once the Catch Can was mounted, it was time to install the supplied 3/8" hose. First I

connected one end of the hose material to the "silver" PCV source. There is no need to use a hose clamp on the PCV port, the hose is a slip fit on the factory barb.

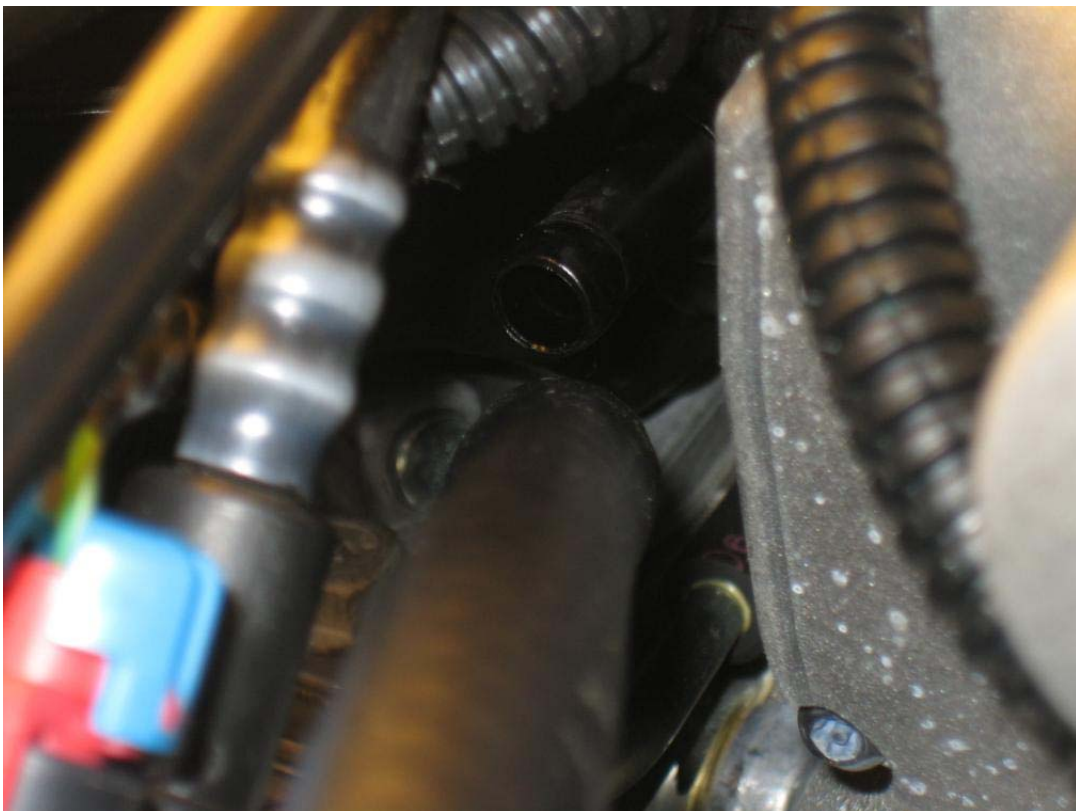
Here is a picture on the hose mounted on the factory PCV barb. The barb has a white line on it which indicates the proper install depth of the hose onto the barb.



Next I cut the hose to the proper length to the fitting on the catch Can. This connection goes to the top brass Catch Can barb. I then placed one of the supplied hose clamps onto the end of the hose (you can use a pair of pliers to squeeze the two prongs on the clamp to open it), and push the hose onto the top hose barb as seen here.



Once that was completed, I installed the remaining hose onto the return port on the back of the throttle body. This port is colored black and it also does not require a hose clamp. Here is a picture of the port and then with the hose mounted to it.





Once the hose was mounted, I cut it to length and placed another clamp on the Catch Can end and mounted it to the brass barb on the side of the Catch Can. As seen here.



Once this was completed, the installation of the Elite Engineering Catch Can was

completed. Total time took about 20 minutes taking my time and taking the required pictures for this post. Overall the installation was not that difficult, the only problems I had were reaching the area where the PCV barb and return barb are located on the engine, most of this was caused by my large hands and fingers. The use of a pair of pliers helped here.

Here is a couple of pictures of the completed installation.







I would highly recommend the Elite Engineering Catch Can (along with their other products) and I hope to see what it "catches" going forward.



www.eliteengineeringusa.com

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Elite Engineering

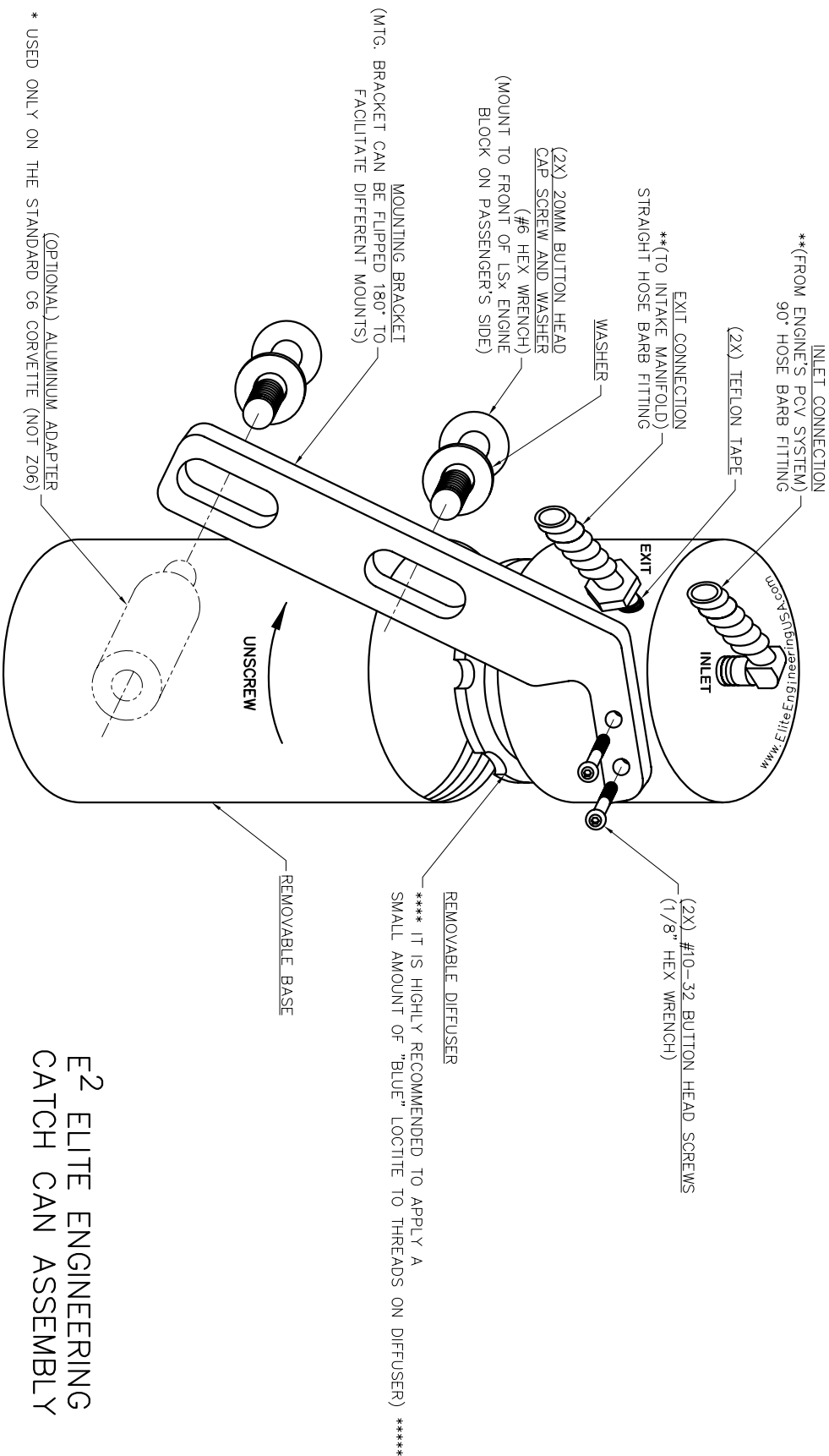
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High Quality Performance Parts

*** PRIOR TO INSTALLATION, BE SURE ALL HOSE BARB FITTINGS AND BRACKET SCREWS ARE INSTALLED AND TIGHT



REMOVABLE DIFFUSER
**** IT IS HIGHLY RECOMMENDED TO APPLY A SMALL AMOUNT OF "BLUE" LOCTITE TO THREADS ON DIFFUSER) ****

MOUNTING BRACKET
(MTG. BRACKET CAN BE FLIPPED 180° TO FACILITATE DIFFERENT MOUNTS)

(OPTIONAL) ALUMINUM ADAPTER
* USED ONLY ON THE STANDARD C6 CORVETTE (NOT Z06)

UNSCREW

REMOVABLE BASE

E² ELITE ENGINEERING CATCH CAN ASSEMBLY

NOTES:

1. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES.
2. INTERPRET DRAWING IN ACCORDANCE WITH ANSI Y14.5.
3. BREAK ALL SHARP EDGES AND DEBURR.
4. MATERIAL: NOTED
5. DETAILED INSTALLATION INSTRUCTIONS AND PICTURES CAN BE FOUND ON OUR WEBSITE AT: www.EliteEngineeringUSA.com
6. CATCH CAN VOLUME: 9.58 OZ.

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CATCH CAN
ASSEMBLY

JUNE 9, 2004		SIZE	FOOT NO.	DWG NO.	CC-ASSEMBLY	REV
		SCALE				

REVISIONS				DATE	APPROVED
ZONE	REV	DESCRIPTION			